

Redmond Town Center

EIS Addendum Appendix A

1995

PROPOSED

MASTER PLAN &

DEVELOPMENT GUIDE AMENDMENTS

PROPOSED DEVELOPMENT GUIDE AMENDMENTS

for

REDMOND TOWN CENTER

Introduction/Purpose of Proposed Amendments

The following amendments to the City of Redmond Community Development Guide are requested to provide a framework for development of the proposed Redmond Town Center.

These amendments are consistent with proposed changes in the original proposal. They reflect actions contemplated in the original conditions of approval that have already taken place (e.g. annexation) and they incorporate changes that have occurred in City of Redmond's plans and regulations. To this end, the amendments delete references to pre-annexation zoning requirements and propose changes to a number of individual sections of the Community Development Guide.

In addition, the amendments revise policies associated with the portion of the City Center referred to as the *Mixed Use/Shopping Center Design Area*. The focus of these changes is to separate those goals and policies that afford overall direction from those that provide a greater level of development-specificity. Goals and policies that are proposed to be retained in the Community Development Guide outline what the City hopes to achieve over time for this area of the downtown, as well as the strategies to achieve these goals. Policies that are development-specific have been transferred to the Master Plan Conditions of Approval.

These amendments cumulatively provide substantial public benefit by enabling development of a retail center consistent with market and financing constraints. A retail center will provide the following public benefits:

- approximately 3,000 jobs;
- substantial sales tax and property tax revenue to the City of Redmond;
- a catalyst for the revitalization of downtown Redmond;
- comparison shopping opportunities for the citizens of Redmond;
- urban public spaces; and
- transportation improvements consistent with the City of Redmond Transportation Facilities Plan (FTP).

The proposed Conceptual Master Plan for Redmond Town Center (attached as Exhibit A), which these amendments support, is intended to provide a general blueprint for ultimate development of the proposal. The amendments maintain the underlying intent of the Community Development Guide's design guidelines and land use regulations governing the Mixed Use/Shopping Center Design Area. Within this general framework of policies and regulations, the amendments seek to achieve greater flexibility for implementation of the Conceptual Master Plan. Determination of specific design issues will occur during site plan review of specific phases of the project.

AMENDMENTS TO CHAPTER 20B.

Changes proposed for Chapter 20B of the Community Development Guide are outlined below.

To assist the reader, the proposed amendments are presented in "legislative" format. The text shows proposed additions as underlined (additions) and deletions with strike-throughs (~~deletions~~). Information that has been transferred from the Redmond Community Development Guide to the Master Plan is depicted by shading. The rationale for individual changes is described in *italics* following the amended section.

Change Requested

Development Guide

1. *City Center Arterial Street Plan replaced by Exhibit B.*

Section 20B.60.060(05), Arterial Street Plan. The map entitled "City Center Arterial Street Plan" shall be replaced with a new map entitled "City Center Arterial Street Plan" attached hereto as Exhibit B and incorporated herein by this reference.

Rationale: The revision reflects the requested modified street plan for the Redmond Town Center site that is designed to match the City's downtown street plan. Town Center Parkway would be revised from a principal arterial to a minor arterial, which is adequate to accommodate projected traffic from Redmond Town Center, narrower right-of-way is believed to be more consistent with the intent of the urban design goals for an urban center, and a narrower right-of-way consumes less open space.

2. *Arterial Street Plan modified by Exhibit C.*

Section 20B.60.060(05), Arterial Street Plan, page B-48e, shall be modified by incorporating the modifications to the "Functional Arterial Classification Summary for Long Range Transportation Plan" attached hereto as Exhibit C and incorporated herein by this reference.

Rationale: Incorporates changes to Redmond Transportation Plan to reflect proposed master plan and existing off-site conditions.

3. Bike Plan modified by Exhibit D.

Section 20B.60.060(10), Bike Plan, shall be modified by substituting the new map entitled "City Center Bike Plan" attached hereto as Exhibit D and incorporated herein by this reference, for the existing map entitled "City Center Bike Plan".

Rationale: Incorporates proposed changes to Redmond Town Center site plan and street system. The Bear Creek trail is proposed as a Class I bicycle route which now crosses Redmond Way at Bear Creek. The Class I bicycle route that is parallel to the tracks is within Burlington Northern right-of-way and it is consistent with the Downtown Plan.

20B.85.130(75) Mixed Use Shopping Center Design Area Goal - Encourage the development of a regional shopping center/mixed use complex that will provide a focus for the existing downtown and contribute to the social and economic base of the City.

(a) Policy - The development should include a mix of uses such as residential, office, hotel, cinema, transitional retail businesses, open space and recreational activities along with a shopping center.

4. Policy moved from Community Development Guide and integrated into the Master Plan (Section I A. - MASTER PLAN & BUILDING DESIGN CONCEPT), with modifications noted.

Policy - This Design Area should include a mixed-use center of 600,000 to 745,000 have a regional shopping center of 750,000 to 850,000 square feet of gross leasable area.

5. Policy moved from Community Development Guide and integrated into the Master Plan (Section I A. - MASTER PLAN & BUILDING DESIGN CONCEPT), with modifications.

Policy - This Design Area shall have a maximum commercial building area of not more than 1,375,000 square feet of gross leasable area.

6. Policy deleted.

~~**Policy** - Unless site plan approval is obtained or a complete conforming building permit application is submitted within three years after rezoning, preannexation zoning and master plan approval, such actions shall be subject to review and changes by the City Council.~~

Rationale: The rezoning occurred more than three years ago.

7. No policy change.

(b) **Policy** - Retail uses should be directly linked visually and functionally to other retail uses in the City Center.

8. Policy moved from Community Development Guide and integrated into the Master Plan (Section I A - MASTER PLAN & BUILDING DESIGN CONCEPT).

Policy - Encourage development of a compact center which minimizes use of land area and generates a high level of pedestrian activity between the center and existing downtown.

9. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION), with modifications noted.

Policy - ~~At least 80% of parking for the shopping center/town square complex should occur in parking structures.~~ Structured parking should be considered in each phase of development based upon market conditions, geotechnical conditions, development density, and code requirements.

10. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION).

Policy - Uses in the center should be oriented externally as well as internally by using outward facing building facades, malls, entrances and other design techniques.

11. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION).

Policy - Parking structures should be enclosed with retail or office uses on the exterior or where this enclosure is not feasible the visual impact should be softened with landscaping or screening.

12. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION).

Policy - Provide for circulation, land use and parking linkages with the existing downtown which will attract or encourage shoppers into the downtown.

13. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION), with modifications noted.

Policy - To minimize visual impacts where surface parking is utilized, project design should incorporate ~~Minimize parking impacts by requiring structured parking and screening and of landscape treatment of surface parking areas.~~

14. Policy moved from Community Development Guide and integrated into the Master Plan (Section III A - INTEGRATION), with modifications noted.

Policy - Design Locate parking facilities areas in a manner that will break-up reduce large areas of parking and encourage shared parking with existing downtown uses.

15. Policy clarification.

(c) Policy - The Justice White House, the Saturday Market and other features of historic significance should be preserved.

Rationale: Proposed policy changes reflect the additional significance that is important.

16. No policy change.

(d) Policy - Assure that the size and scale of the center are compatible with the scale of the City Center and that economic activities are interrelated. (Ord. 1756).

20B.85.130(80) Mixed Use Shopping Center Design Area Goal - Provide transportation facilities that will minimize impacts on the existing system from new development, integrate the area with the City Center and improve traffic circulation.

17. Policy clarification.

(a) Policy - Improvements which are necessary to provide access to a mixed-use center maintain a level-of-service standard of D (average weekday trips) on off-site roadways affected by a regional center should be completed prior to opening of the initial retail phase to maintain average level-of-service standards within the City Center urban district a regional center to mitigate transportation impacts consistent with Chapter 20B.60.030(05) of the Community Development Guide.

Rationale: Revised to reflect the average level-of-service of approach being incorporated into the City's Transportation Plan and draft Comprehensive Plan. Focuses on providing adequate access consistent with City standards.

18. Policy moved from Community Development Guide and integrated into the Master Plan (Section II A 1.-TRANSPORTATION).

Policy - Streets should not be wider than 3 to 4 travel lanes and 5 lanes at intersections between the design area, and area targeted for integration with the downtown.

19. Policy moved from Community Development Guide and integrated into the Master Plan (Section II D 1.-TRANSPORTATION).

Policy - Provide a continuous landscaped pedestrian/bicycle trail system constructed through the design area which is linked with the regional trail system, downtown and Marymoor Park.

20. No policy change.

(b) Policy - Pedestrian circulation plans should encourage walking within the site and to external locations.

21. No policy change.

(c) Policy - Incorporate a transportation program in the design area regulations which address bicycle, pedestrian, truck and automobile circulation, including construction traffic. (Ord. 1756)

20B.85.130(85) Mixed Use Shopping Center Design Area Goal - Manage and regulate development in a manner that minimizes physical impacts to the natural environment.

22. Policy moved from Community Development Guide and integrated into the Master Plan (Section IV A. - OPEN SPACE), with modifications noted.

Policy - Retain indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River.

23. Policy clarification.

(a) Policy - Encourage preservation of Preserve existing natural features, particularly healthy mature trees and stream courses.

Rationale: Purpose of the change is to provide additional flexibility for site planning by providing the ability to replace trees. Emphasis is on retention of mature healthy trees and preservation of a green gateway to the City along Leary Way.

24. Policy moved from Community Development Guide and integrated into the Master Plan (Section IV A. - OPEN SPACE), with modifications noted.

Policy - Maintain through preservation or replacement Preserve a minimum of 75 percent of all significant healthy trees within the cluster along the east side of Leary Way at the northwest corner of the Design Area to preserve the green gateway image. Trees that are not retained should be replaced with native nursery stock, in accordance with Section 20C.20.090(25d), pursuant to a landscape plan approved in conjunction with site plan review.

25. Policy moved from Community Development Guide and integrated into the Master Plan (Section VII A - STORM DRAINAGE/FLOODING), with modifications noted.

Policy - Assure that a monitored and maintained storm water disposal system adequately controls runoff, ~~eliminates direct discharge to streams,~~ and removes pollutants prior to discharge, consistent with requirements of Chapter 20E.75 of the Community Development Guide, "Storm Water Management". (Ord. 1756)

20B.85.130(90) Mixed Use Shopping Center Design Area Goal - Create opportunities for recreation and leisure activities that complement other uses in the City Center and generate pedestrian activity.

26. Policy moved from Community Development Guide and integrated into the Master Plan (Section IV A - OPEN SPACE), with modifications noted.

Policy - A minimum of 55 60 acres of recreation open space (including floodway) shall be retained in this Design Area. This is not to include building entryways and miscellaneous building and parking lot landscaping but will include significant plaza areas and linkages. At least 45 25 acres in ~~one~~ parcel, exclusive of floodway, shall be preserved by easement maintained and dedicated to the City or controlled by other methods that would permanently assure the open space to the City. This downtown park public access open space shall serve as a visual amenity and usable passive recreation open space. Open space area to be subject to Master Plan approval.

27. No Policy change.

(a) **Policy** - Encourage development of plazas, pedestrian malls and other amenity open spaces, including a facility for public recreation, that promote outdoor activity and encourage pedestrian circulation between the retail center and the balance of the City Center area.

28. Policy moved from Community Development Guide and integrated into the Master Plan (Section II D 1 - TRANSPORTATION).

Policy - Provide pedestrian and bicycle connections between the existing downtown and Marymoor Park.

29. No Policy change.

(b) **Policy** - Develop a pedestrian circulation plan that encourages walking within the site and to external locations.

Section 20B.85.130(100), Mixed Use/Shopping Center Design Area Goal, [Draft Comprehensive Plan Policy CP-99] shall be modified to read as follows:

30. No policy change.

(a) **Policy** - Encourage business driveway access on local streets rather than the arterials wherever feasible.

31. No policy change.

(b) **Policy** - Encourage joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs.

32. *No policy change.*

(c) **Policy** - Separate and/or buffer walkways from vehicular circulation areas.

33. *Policy clarification.*

(d) **Policy** - Assure that a monitored and maintained storm water disposal system adequately controls runoff, ~~eliminates direct discharge to streams,~~ and removes pollutants prior to discharge, consistent with the requirements of 20E-75 of the Community Development Guide, "Stormwater Management" (Ordinance 1756).

Rationale: The project's stormwater management system proposes direct discharge and/or infiltration of stormwater. See the description in the draft EIS Addendum accompanying the application.

AMENDMENTS TO CHAPTER 20C.

Changes proposed for Chapter 20C of the Community Development Guide are outlined below.

As with the proposed changes to Chapter 20B, amendments to this chapter are presented in "legislative" format. The text shows proposed additions as underlined (additions) and deletions with strike-throughs (~~deletions~~). Information that has been transferred from the Redmond Community Development Guide to the Master Plan is depicted by shading. The rationale for individual changes is described in *italics* following the amended section.

Section 20C.10.230(05), City Center Permitted Land Use. Footnote number 5 of the table entitled "City Center Permitted Land Use Chart" shall be revised to read as follows:

1. Clarification of the regulation.

Prior to approval of any development permits, a conceptual master plan which shows, at a minimum, the building footprints sites, streets and open space of the proposed development shall be approved by the City Council.

Rationale: The proposed amendment would permit the master plan to identify general building sites, consistent with the more conceptual nature of a master plan. Building footprints (i.e., greater detail) would be indicated in subsequent site plans for each phase of development.

Section 20C.10.230(16), City Center Site Requirements.

2. Standard moved from Community Development Guide and integrated into the Master Plan (Section I B.- MASTER PLAN & BUILDING DESIGN CONCEPT), with modifications noted.

a. Footnote number 8 of the chart entitled "City Center Land Use and Site Requirements" shall be modified to read as follows:

Regional Shopping Retail Center - Subject to Master Plan approval - 3 stories (60 feet); hotel on town square - 6 stories (75 feet) or 8 stories (100 feet) with meeting, conference and banquet facilities in hotel; and office and other uses on Town Square - 4 stories (50 feet), - 6 stories (75 feet) or 7 stories (85 feet) with structured parking. all other permitted uses - 3 stories (40 feet) or 4 stories (50 feet) with parking structure.

3. Clarification of the regulation.

Section 20C.10.230(25)(a). The map entitled "City Center Pedestrian System" shall be replaced with a new map entitled "City Center Pedestrian System" attached hereto as Exhibit E and incorporated herein by this reference.

Rationale: The revisions reflect proposed master plan connections between the on-site pedestrian system and the rest of the downtown.

Section 20C.10.230(25)(b) , City Center Pedestrian System, shall be modified as follows:

4. *Standard 20C.10.230(25)(b) - Type III has been moved from the Community Development Guide and integrated into the Master Plan (Section II D.2. - TRANSPORTATION), with modifications noted.*

Type III - h Sidewalk Standards (see Exhibit A.6) A 20-foot landscaped walkway with an 8-foot parkway planter for street trees, a 5-foot sidewalk, and a 7-foot planting area for site landscaping 13-foot sidewalk with street trees when building faces street; 20-foot linkage when parking lot faces street. Such linkage will include an 8-foot sidewalk and a 12-foot parkway planter.

A 5-foot sidewalk is required along the north side of Bear Creek Parkway, where the street is adjacent to open space.

Sidewalk standards may be increased at plaza areas to reflect increased pedestrian activity subject to Site Plan Review.

Sidewalk width may increase at street intersections due to curb projections, designed to improve pedestrian access.

5. *No change in the regulation.*

Section 20C.20.090(30)(b), Landscape Area Requirements. Table 1, Vehicle Use Areas.

Rationale: This regulation is noted because it has also been included with the Proposed Master Plan (Section III B.).

Section 20C.20.230(30) Sign Requirements per Zoning District. Modify the chart entitled "A Part of Subsection 20C.20.230(30) Sign Requirements per Zoning District" as follows: Modify the second column (labeled ". . . CC-2) of the row entitled "Maximum Area (Square Feet) as follows:

6. *Clarification of the regulation.*

The larger of 15% of the facade to which attached or 30 sq. feet up to a maximum of ~~400~~ 300 sq. feet.

Rationale: The larger sign area is felt to be consistent with the scale of the proposal and nature of proposed land uses.

Section 20C.30.050(30)(a)2.a. and c. Mixed Use/Shopping Center Design Area, Urban Design, shall be modified as follows:

7. Clarification of the regulation.

a. Leary Way - Leary Way between the Sammamish River and the Burlington Northern railroad tracks should remain as a "green gateway" to the City of Redmond. Building setbacks from Leary Way should be adequate to preserve at least 75% of the existing stand of significant healthy trees on the east. If at least 75% of the significant healthy trees cannot be preserved, any trees removed below 75% shall be replaced at a ratio consistent with Section 20C.20.090(25)(d).

Rationale: The retention of existing landscaping will preserve the greenness of this gateway to the City.

8. Clarification of the regulation.

c. Northern Boundary - Leary Way to 170th Ave. - This area should provide linkage capability between existing roadways north of Burlington Northern RR and new roadways south of same. New alignments should respect current or future links at Leary Way, Gilman and 164th, 166th and 170th Avenue connections, either immediately or in the future. These new alignments should provide extension of the established visual corridors.

New connections to existing north/south roads in this area should be consistent with the character of the existing older improvements.

Rationale: Intended to provide flexibility for potential future street system connections.

Section 20C.30.050(30)(b)2, 3 and 4. Mixed Use/Shopping Center Design Area, Architectural Guidelines, shall be modified as follows:

9. Standard

20C.30.050(30)(b)2 moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION), with modifications noted.

2. Building Form - The roofline of buildings should be modulated to avoid large areas of flat roof. As an alternative, flat roofs should be designed with interesting architectural features (such as textured materials or color) or landscaped. Consideration should be given to the appearance from nearby hillsides.

Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.

The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged.

Large buildings should avoid continuous, flat facades.

Avoid the use of false fronts and large blank walls.

10. Standard

20C.30.050(30)(b)3 moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION).

3. Building Entry - Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entry ways. Highlight building entrances through landscape design. Building entries should be designed in conjunction with the landscape treatment of pedestrian ways in the parking areas.

11. Standard

20C.30.050(30)(b)4 moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION), with modifications noted.

4. Public Art - Encourage public art in public areas of the design area particularly in and around the regional shopping mixed-use center. and Town Square.

Section 20C.30.050(30)(c)1.a., b. and c., Transportation Guidelines, Vehicular, shall be modified as follows:

12. Standard

20C.30.050(30)(c)1.a. moved from the Community Development Guide and integrated into the Master Plan, (Section II A.2. - TRANSPORTATION), with modifications noted.

a. Roadway Configurations - ~~If not at~~ Roadways that are above existing elevation grade ~~roadways~~ should be designed ~~bermed or screened~~ in a manner to reduce visual impact of pavement area.

Encourage alignment of all roadways ~~shall to~~ minimize the removal of groups of existing significant, healthy trees.

b. Parking - Surface - Where possible, locate parking behind buildings and away from areas of high public visibility. ~~Provide~~ Landscape and screening where surface parking in areas visible to the public ~~cannot be avoided.~~

13. Standard

20C.30.050(30)(c)1.b. moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION), with modifications noted.

Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size location of parking areas should be ~~minimized and each area~~ related to the group of buildings served.

Parking should be provided with a clear circulation network to guide pedestrians to the building entrances.

Visual impact of surface parking areas should be minimized from the SR 520 corridor.

14. Standard
*20C.30.050(30)(c)1.c. moved
from the Community
Development Guide and
integrated into the Master Plan
(Section III B. -
INTEGRATION), with
modifications noted.*

c. Parking - Structured - Structured parking should be designed to avoid long faceless undifferentiated planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade, where the water table allows, to reduce total height.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR 520 corridor.

The top floor of parking structures should be provided with landscaping ~~landscape screening~~, ~~along the cornice and on the deck, either by trees or a screening trellis treatment.~~ This landscape design should minimize maintenance requirements and reflect structural limitations. Provide walkways in parking floors that lead to elevators which have curbs or other barriers to protect from vehicular intrusion.

For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.

Section 20C.30.050(30)(c)2.a., b., c., d., e., f., and g.
Transportation Guidelines, Pedestrian, shall be modified as follows:

15. Standard
*20C.30.050(30)(c) 2a. moved
from the Community
Development Guide and
integrated into the Master Plan
(Section II D. 2. -
TRANSPORTATION).*

a.. Linkages - Link proposed development to walkway, trail, bicycle systems in the surrounding area by connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as railroad, Bear Creek and driveways) with special design treatment, minimizing barriers, designing with consistent materials, widths and locations and providing safe, easy and clearly identifiable access to and along the linkages. Safe, convenient and attractive connections to Marymoor Park, Sammamish River Trail and the Bear Creek trail system should be provided.

16. Standard

20C.30.050(30)(c) 2b. moved from the Community Development Guide and integrated into the Master Plan (Section II D. 2. - TRANSPORTATION), with modifications noted.

17. Standard

20C.30.050(30)(c)2c. moved from the Community Development Guide and integrated into the Master Plan (Section II D. 2. - TRANSPORTATION).

18. Standard

20C.30.050(30)(c) 2d. moved from the Community Development Guide and integrated into the Master Plan (Section II D. 2. - TRANSPORTATION), with modifications noted.

19. Standard

20C.30.050(30)(c) 2e. moved from the Community Development Guide and integrated into the Master Plan (Section II D. 2. - TRANSPORTATION), with modifications noted.

b. Sidewalks - When extending an existing sidewalk, the new walkway should meet current standards and regulations where there is sufficient right-of-way, while being and should be constructed of a material and dimension which is compatible with while and improves ing-on the existing character.

Encourage alignment of new sidewalks to should minimize the removal of groups of existing significant, healthy trees.

c. Arcades, Colonnades, Canopies - In areas of high pedestrian activity, devices for protection from weather are encouraged. Consistent treatment within a single area is also encouraged in order to provide a strong identity of space.

d. Enclosed Malls - The design of enclosed malls should allow pedestrians through access during hours of mall retail center operation while still maintaining security.

e. Trails - Pedestrian - Pedestrian/vehicular intersections should be avoided when possible. Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public rights-of-way and at of the Burlington Northern railroad tracks.

20. Standard
20C.30.050(30)(c)2f moved
from the Community
Development Guide and
integrated into the Master Plan
(Section II D. 2. -
TRANSPORTATION).

f.. Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

21. Standard
20C.30.050(30)(c)2g moved
from the Community
Development Guide and
integrated into the Master Plan
(Section II D. 2. -
TRANSPORTATION), with
modifications noted.

g. Trails - Equestrian - Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails. Equestrian trails do not have to be constructed until offsite linkage is constructed to the proposed development.

Section 20C.30.050(30)(d)2., Landscape Guidelines,
shall be modified as follows:

22. Standard
20C.30.050(30)(d)1 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section III B -
INTEGRATION).

1. Urban Landscape Treatment - The building entry, primary vehicular entries and building parameters should be planted with ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation.

23. Standard deleted.

~~2. Moving Mature Trees - Encourage the relocation of mature trees that would otherwise be lost during construction.~~

Rationale: Trees that are capable of being moved have already been moved. Transplanting larger mature trees is not cost-effective and would not be successful. Other landscape requirements of Chapter 20C. address tree retention and/or replacement.

24. Standard
20C.30.050(30)(d)3 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section III B -
INTEGRATION).

3 Site Furnishings - Benches, kiosks, signs, bollards, waste receptacles, water fountains, lighting standards, perch walls, sidewalks, pathways, trail and special water features should be designed to be compatible elements of like materials and design.

Section 20C.30.050(30)(e)1., 2., 4. and 5. , Open Space Guidelines, shall be modified as follows:

25. Standard
20C.30.050(30)(e)1 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section IV B. - OPEN
SPACE), with modifications
noted.

1. Northwest corner - Building setbacks along Leary Way shall be adequate to preserve at least 75% of the existing stand of significant healthy trees in the northwest corner of the site. No clearing and grading permit or site plan approval shall be granted until the approval authority determines that 75% of the significant healthy trees will be preserved or replaced, consistent with Section 20C.20.090(25(d), within the setback.

Minimize new grading and ~~overland storm water treatment~~ in this area.

Install screening between this open space area and adjacent parking areas.

Encourage passive recreation including a walking trail, bicycle trail, seating and rest areas, pedestrian lighting, and site furnishings. Connections should be provided to the White House, shopping mixed use center, Marymoor Park, Sammamish River trail system and other open space areas.

26. Standard
20C.30.050(30)(e)2 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section IV B. - OPEN
SPACE), with modifications
noted.

2. White House. Open-space Public access areas at the Justice William White House should encourage active and passive recreation and should connect to other open spaces, trails and the shopping mall mixed use center.

27. Standard
20C.30.050(30)(e)3 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section IV B. - OPEN SPACE).

28. Standard
20C.30.050(30)(e)4 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section IV B. - OPEN
SPACE), with modifications
noted.

29. Standard
20C.30.050(30)(e)5 moved
from the Community
Development Guide and
integrated into the Master Plan
(Section IV B. - OPEN
SPACE), with modifications
noted.

3. Sammamish River - Open space should be retained along the Sammamish River and enhanced by:

- a. Providing grade separation for trails at all appropriate and feasible locations
- b. Making connections to other open space zones.

4. Bear Creek. Open space along Bear Creek should be retained and enhanced by:

a. Encouraging passive recreation areas and activities and discouraging active recreation.

b. ~~Limiting storm water treatment swales and recharge areas so that they do not destroy the function of preserving the natural environment and providing passive recreation areas. Storm water treatment structures should not be located in this area.~~ All storm water swales and recharge areas should be integrated with the natural environment.

c. Protecting vegetation of the riparian habitat in this zone by establishing trails and facilities outside of the floodway and limiting access to the creek to designated access points.

d. Providing connections to Marymoor Park, the Sammamish River, shopping mall mixed-use center and other open spaces.

e. Facilities within this area should include a pedestrian pathway, bicycle path, equestrian trail when required, passive water access area, limited seating, and site furnishings.

5. Public open space - Open space should be retained, enhanced and made available for public use ~~through the City~~ in this design area.

Section 20C.30.050(30)(f)1. Sign Kiosks, shall be modified as follows:

30. Standard

20C.30.050(30)(f)1 moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION), with modifications noted.

1. Sign kiosks - Sign kiosks, which provide direction to groups of tenants are encouraged as a means for discouraging numerous individual directional tenant signs and providing clear directions. These kiosks shall be located in high traffic areas and be consistent with the design theme of the development.

31. Standard

20C.30.050(30)(f)2 moved from the Community Development Guide and integrated into the Master Plan (Section III B. - INTEGRATION).

2. Symbols and Colors - International symbols and colors should be used whenever applicable. (Ord. 1756)